

Manual Amendment

These amendments have been authorised to the text of MotorSport Manual Edition 35. It is recommended that in addition to retaining a copy of this amendment that all parties modify the actual text in their Manual according to the following:

Appendix Six

Amendments to Appendix Six in Manual 35:

1. **Amend Section Three, Certificates of Description, Part Two Article 2.1 as stated in the schedule below.**
2. **Amend Section Four, Schedule K Article 2.2(8) as stated in the schedule below.**
3. **Amend Section Four, Schedule K Article 7.3 as stated in the schedule below.**
4. **Amend Section Five, Schedule T&C Article 2.2 as stated in the schedule below.**
5. **Amend Section Five, Schedule T&C Article 3.2 as stated in the schedule below.**

1. **Item One:**

2.1 **Period Classification of Vehicles In Compliance With Schedule K.**

- (1) The following chart details the relevant period classification for vehicles based on vehicle type and era.

S	New Zealand Historic Racing Saloons: built between 1 January 1960 to 31 December 1992 Vehicles that competed in such series as: All comers OSCA Bank of New South Wales ANZ GTX Series Benson & Hedges Sanctioned Series of the period
T	Single Seater and Sports Racing Cars built between 1973-1990 and includes Formula 1 built prior to 31 December 1985, not otherwise classified, that have not competed in the previous season in a current championship and meeting NZ venue licence grades, Appendix One Schedule Y, Article 3.1

Note: For details on the vehicle definitions and technical regulations pertaining to the period classifications detailed in the chart above refer to Schedule K (which forms Section Four of this Appendix).

Reason:

To amend the dates of classification for Period S and Period T vehicles.

2. Item Two:

2.2 Vehicle definitions and principles:

- (8) **Thoroughbred Grand Prix Car:** This means a single seater racing car built to the appropriate Formula One regulations that took effect on 1st January 1966 and as in force in the year of the car's manufacture or participation in International competition.

In order to participate in races, a Thoroughbred Grand Prix car may:

- (a) Only be powered by a normally aspirated engine **not exceeding 3000cc** or a turbocharged engine **not exceeding 1500cc**, and
- (b) Have been entered and successfully scrutineered at an International Formula One event, for which period evidence exists, not later than 31st December 1985, or evidence must be produced that it was manufactured in the period by the Grand Prix Team concerned and used by it as a test car.

Cars with 3500cc normally aspirated, or gas turbine engines are acceptable for parades and demonstrations only.

All Thoroughbred Grand Prix Cars must comply with Chapter One, Article 7 hereafter.

Reason:

To adopt the recommendation of the Historic & Classic Commission to allow pre 1986 F1 cars to compete.

3. Item Three:

- 7.3 **Engine:** The engine fitted must be of the same make and model and type fitted conforming to a manufacturer's specification or for which period evidence exists. The engine categories are as follows;

- (a) Normally aspirated engines not exceeding 3000cc.
- (b) **Post 1985 Turbocharged engines not exceeding 1500cc (FOR PARADES AND DEMONSTRATIONS ONLY).**
- (c) Normally aspirated engines not exceeding 3500cc (FOR PARADES AND DEMONSTRATIONS ONLY).
- (d) Gas turbine engines (FOR PARADES AND DEMONSTRATIONS ONLY).

Engines, which were less than the upper capacity limit in period, may not be enlarged beyond the swept volume employed during the car's international life.

Cars originally fitted with DFV engines may utilise DFV-derived engines built to current F3000 specifications and output. These engines must be restricted to a maximum of 9000rpm and details of the change must be entered on the FIA Historic Vehicle Identity Form.

The FIA Historic Vehicle Identity Form for the cars in (b) (c) (d) above must be endorsed on the front page: FOR PARADES AND DEMONSTRATIONS ONLY.

Reason:

To adopt the recommendation of the Historic & Classic Commission to align with the period classification table.

4. Item Four:

2. Interpretations and Definitions: In addition to the interpretations detailed in the National Sporting Code Article 2 and in Article 2.1 of Schedule K, the following apply to this schedule;

Note: *These definitions are to be read in conjunction with these rules.*

“Appearance suitable” means appropriate to or available in the period or era that the car depicts, and

“Works” means a defined specification for a vehicle and/or its components as prepared by the vehicle manufacturers officially designated race team.

Note: *An application can be made to the Historic & Classic Commission via it's Chairperson, when the applicant deems that are particular part of interior or exterior trim is no longer available, or viable to be used in competition. The Commission will review the application and accompanying proof of reason and will determine if derogation is granted. This will then be noted in the vehicle's COD. Note that the vehicle must have a COD (Certificate of Description).*

Reason:

To clarify the process of application of derogation on trim items.

5. Item Five:

3.2 Exterior	The vehicle shall be smartly maintained and have all exterior trim in place. It must retain bumpers if originally fitted. All panels, bumpers, mouldings, spoilers etc. must be made of the original materials as per the STANDARD series Production vehicle. eg; steel panels must be retained if originally fitted. Period modifications are permissible. (1) Only rear wings (aerofoil) which were available for the car in period may be fitted. These must be made of materials from that period. ie; no Kevlar. (2) Any/all modifications must be in period (refer definitions).
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Reason:

To amend the requirements of exterior trim.

This amendment is issued for MotorSport New Zealand Inc by the Administration.



B. Budd
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